

Hongkong Daily Press.

ESTABLISHED 1857

...the

INTIMATION.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

In view of recent events and to meet the expressed wish of some of our constituents we have THIS DAY

CLOSED

THE

HONGKONG DISPENSARY
SODA WATER FACTORY,

although fully confident of the absolute purity of the output from this source.

We are now making Aerated Waters only at our West Point Factory which is openly situated facing the sea, and is the finest and most commodious Soda Water Factory in the Far East.

Orders will be received as usual.

A. S. WATSON & CO.
LIMITED,

AERATED WATER MANUFACTURERS
ESTABLISHED 1841.
Hongkong, 13th May, 1901.

[35]

BIRTH.
On the 6th May, at Orchard Road, Singapore, the wife of H. S. FINECK, of a son.
DEATH.
At "Balmoral," No. 23, Steven's Road, Singapore, Mrs. J. H. W. HAZELAND, mother of Mrs. E. BUCKER, aged 77 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 16th May, 1901

In the last number of the *Government Gazette* appears the Report of Mr. H. H. J. GOMPERTZ, Member of the Land Court, on the work of the Court last year. To the Report are appended some "Notes on Land Tenure in the New Territory," which go into the general theory of Chinese tenure, anomalies in the New Territory, and the system of land registration. Anyone reading the Report will appreciate that the Land Court undertook a long and arduous task when it commenced to settle claims and survey the New Territory. With regard to the claims, Mr. GOMPERTZ points out that it would accelerate the work considerably to have two more Cadets as Assistant Registrars to work in advance of the Court and prepare the ground for its operations. In survey work, on the other hand, the Colony had the services of a staff of trained Indian surveyors, which, in the absence of any properly qualified Chinese surveyors, was a great advantage. Mr. GOMPERTZ gives a general sketch of the procedure of the Court, which is briefly as follows. A district is selected and its boundaries marked out, and a date is then fixed after which no claims will be received by the Court, notices being sent out. A demarcation party goes out, and persons are invited to attend and give particulars of ownership, pointing out their land, the outlines of which are put into the map. On the last day of claim, the Court has in its possession the maps, the Survey Department's statement giving areas of every claim, the actual claim-forms, and the demarcation books. All unclaimed land falls to the Crown. The disputed claims are next separated from the undisputed, and the latter are first carefully examined to ascertain whether there has been any effective occupation, for, as the Report says, now that there is a ready market for the land, many are anxious to assert rights of ownership which they have never possessed, or which have long since passed to the Crown in consequence of absence of the land. Concluding his

sketch, Mr. GOMPERTZ says: "It will be seen that until a good deal of work has been done on the land the judicial functions of the Court do not begin to be exercised. As soon as the last day for receiving claims is past, all the land in a District that has not been claimed should be marked off as Crown Land. When all the claims are collected, the separation of those which are undisputed will leave a comparatively small residuum for the Court to deal with. The undisputed claims are immediately available, and can be handed over to form the basis of a permanent rent-roll."

From the last sentence of the above it will be seen that the work is now in hand by which districts in the New Territory are to be made to pay their contribution to our Colonial revenues, as they should have done long ago. Hitherto during our three years' occupation of the Territory the owners or presumed owners of land have apparently been enabled to enjoy their claims free of rent. We have not heard of any payment on account of even a portion of the rent for land. It is likely, we fear, to be long before the Land Court finishes its work, unless the available Staff is increased as suggested by Mr. GOMPERTZ. The question is worth serious consideration whether it is not possible to ask the present holders of unsettled land to make some payment at least for the privileges which they now enjoy and in which the majority of them may ultimately be confirmed—for, as the Report points out, by far the major portion of the land under cultivation or covered by buildings is held by persons whose claims to the ownership is not disputed. In these circumstances, it is not unreasonable to expect that those who enjoy privileges should commence to pay for them, partially at least, now. They have too long been in an entirely anomalous position. Anything tending to relieve the burden on our exchequer of the New Territory is to be welcomed, we should imagine. The Land Court occupies the time and labour of valuable officials, and it must be a matter of many years before the New Territory can be made to pay its way. In the meantime we have at least one way, involving no hardship or injustice to the occupiers of land, of obtaining a small return from the New Territory. It is impossible to avoid the conviction that hitherto affairs then have been completely mismanaged from the financial point of view.

The remarks in this column on the 14th instant on the enlistment of Chinese for service as infantry at Weihaiwei have elicited some interesting comments from our subscribers. So far nothing but concurrence in the views expressed has reached us, opinion being pretty strong generally against the employment of Celestial mercenaries. One esteemed correspondent points out, however, that we missed one point which is worth investigation. Out of all the men of the First Chinese Regiment—we trust it will also be the Very Last—that went to the front in North China, only quite a small number, not more than 200 in all, returned to Weihaiwei. Few casualties occurred among them, but the large majority of the rank and file, who had devoted themselves most industriously to the collection of loot, simply deserted with this spoil. They did not go over to the enemy, but, having secured a lot of plunder, they merely made off with it without the formality of asking for leave. All the cost and trouble of training them has been thrown away, and presumably the arms and uniforms are also lost. We should be glad to receive exact particulars of this matter, being most anxious neither to exaggerate nor set down anything that is not strictly correct. It is a duty we, in common with every British journal, owe to the British taxpayer, to see that his money is not wasted on useless or dangerous experiments. We regard this attempt to make soldiers out of the "can do" Chinese coolie as an experiment, and we earnestly advocate its early abandonment. If some of those who are possession of the exact facts with regard to this question will supply us with reliable particulars, they will be rendering a service to both King and Country by thus making them known.

Four thatched houses were burned down at Taihan Temple, Taihang village, near Bay View, at four o'clock yesterday morning, damage being done to the extent of \$76. The Fire Brigade was in attendance.

The transport *Umta* left Kowloon Wharf yesterday morning, having on board the first party of the Bengal Lancers for India. A native band attended at the wharf, and played "Auld Lang Syne" as the troopship got under way.

Sir John Carrington, C.M.G. (Chief Justice), took his seat in the Supreme Court yesterday, when the further hearing of the *Glengyle-Hangchow* Admiralty suits was resumed. Additional evidence was taken, and the hearing was again adjourned.

Warder Robinson, of Victoria Gaol, died in the Government Civil Hospital on Tuesday night from an affection of the brain. He leaves a wife, but no family.

A Chemulpo telegram of the 5th inst. states that eight of the crew of H. M. S. *Burford* carried away a quantity of china goods from a Japanese store there, when a dispute took place between them and the Japanese. Two British and four Japanese were injured in a fray which ensued.

Yesterday's lawn tennis results were:—Professional Pairs, final tie—E. F. Mackay and F. A. Cox beat F. Maitland and H. W. Slade (8-6, 6-8, 6-2, 6-3); Championship, final tie—H. Pinckney (holder) beat P. A. Cox (13-11, 2-6, 6-1, 8-6). In the latter event Cox made a good struggle, but in the end could not cope with his formidable opponent.

During the 24 hours ending at noon yesterday there were reported 19 fresh cases of plague, with 22 deaths (all Chinese). We note that it is stated in the return that there has been only one European death from plague during the year, and that the total of 460 deaths is stated to be composed of 457 Chinese, two other Asiatics, and one European. The figures seem to require revision.

A meeting of Justices of the Peace was held at the Magistracy yesterday afternoon to consider an application from Rantonjee Cowasjee Bamjee for the transfer of his licence for the Stag Hotel, 142, Queen's Road Central, to Luis Manoel Lebo. Mr. F. A. Hazeland presided, and there were present Messrs. J. H. Kemp, F. J. Baddeley, H. P. Tooker, and C. A. D. Melbourne. The application was granted unanimously.

In reply to a query regarding the item "Telephone" in the balance sheet of the Alice Memorial and Nethercole Hospitals for 1900, the Hon. Treasurer begs to state that the sum of \$80 per annum is expended on the upkeep of a telephone in Nethercole Hospital, the telephone in the Alice Memorial being maintained free of cost by the China and Japan Telephone Co. Ltd. The Hon. Treasurer begs to acknowledge with thanks the following donation to the funds of the Hospitals:—H. N. Cooper, \$10.

An armed robbery was attempted at Kowloon City on Tuesday night. The Chinese occupant of the house attacked seized a musket and presented it at the intruders, who fled. One of the burglars who was on the roof, in his haste to get away when he saw his comrades decamping, missed his footing and fell to the ground, sustaining serious injuries. The other would-be robbers carried him for some distance, but had to leave him to avoid capture by the police, who were in pursuit. The injured man is now in hospital.

An opportunity is given for those in want of an useful mount to secure one by attending the auction sale, advertised to take place opposite the City Hall to-day, at 2 p.m., of horses drafted from the 1st Bengal Lancers. We are informed that these horses are to be sold to make room for remounts now being purchased in India, and are not "cast horses" in the ordinary acceptance of the term; they have all been through the China Expedition in North China, and would have gone North again with the regiment had not the order for the front been cancelled.

We are informed that when the chief officer of the P. & O. s.s. *Sobraon* left that steamer on Sunday last, the 12th inst., the boiler which had been taken to the stranded steamer for salvage purposes from Shanghai, and which will be sold at Messrs. Hughes and Hough's sales rooms on Wednesday next, by public auction, as Lot 3, is connected to the ship's deck steam-service, and that all the cranes but one were up and ready for working if steam had been got up. The fore derrick was in place and intact with gear. The windlass was intact, and there were eight lengths of cable remaining. The spare lower anchor was ready to put out if steam had been got up. There were sheer legs rigged over the engine room (skylight out away) and over forward and after stoke-holes, and there were boats, blocks, and falls available for lowering gear over the side. Two Berthon boats remained, and four Chamber's Patent boats. There was a 6-inch wire lawser laid out on port quarter to a 4-ton anchor, both recoverable; a 3½-inch wire lawser laid out on port bow to a 30-cwt. kedge, also recoverable. The coal is easily available on board, as well as fresh water for the boiler and fresh water for drinking purposes.

A Tokyo telegram of the 6th inst. to the *Asahi* says that progress in connection with the Korean loan affair is now reported to be slow. The contract, as before the Japanese Government, is understood to be very incomplete with regard to the security for the loan, and it is doubted if there may not be some secret conditions attached to it. The rate of interest allowed on the loan is only 5½ per cent. per annum, and it is regarded as impossible that this rate can be profitable with incomplete security, if there is no political significance in the loan. The Japanese authorities are reported to be pursuing their investigations actively. The attitude of the Powers remains indefinite. The States are indifferent, and the British Government is not expected to do much at present; as Mr. Minister to Seoul is absent. One half of the Yunnan Syndicate is French and a fourth is Belgian; while the rest is British, and it may be impossible for the British Government to oppose the loan. (One account makes Mr. Pritchard Morgan at the back of the whole affair.) The Japanese Government has not received any definite statement regarding the British Acting Minister's protest against the Korean Government's demand for the surrender of the residence of Mr. McLeavy Brown.

Sixteen teams have entered for the Straits National Football Challenge Cup, and the opening match is to be played on the 19th inst.

McAuliffe and Jack Slavin, the well-known pugilists, will probably be in Singapore towards the end of this month, and it is likely that a contest will be arranged if a suitable purse be forthcoming.

A correspondent writes to the *Pingang Gazette* from Hongkong that he is greatly struck by the private enterprise here, which, he says, is far ahead of anything in the Straits. When the Government declines to move in Hongkong, the ratepayers themselves come forward, and either carry things through or unite with the Government. This, we suppose, is intended for a joke!

Beer, judging from last year's customs returns, is the favourite drink at Bangkok. The value of whisky imported last year was only about 56 per cent. of the value of beer. Most of the beer is got up from Singapore. Some comes direct from Germany. After beer the most popular drink is not whisky, nor wine—it is brandy, most of which, after Singapore, comes from Germany.

The following appointments were announced at the Admiralty last month:—Midshipman C. E. Kennedy-Purvis, to the *Talbot*, to date April 15. Chief Engineer.—W. P. Chapman, to the *Tanquer*, for charge of machinery of *Wicera*, and for general duties in reserve, to date April 1. Engineer.—E. C. Smith, to the *Barfleur*, to date April 20. Surgeon.—P. H. Boyden, M.D., to the *Woodlark*, on recommissioning, undated.

POLICE COURT.

Wednesday, 16th May.

BEFORE MR. HAZELAND.

CARRYING BURGLAR'S TOOLS.
A Cantonese who came down to Hongkong a day or two ago was found at Yau-mai yesterday morning by P. C. 77 with a bundle of clothing and some burglar's tools in his possession. He could of course give no explanation regarding the articles, and was promptly taken to the police station and accommodated with a cell.

When brought into court, the defendant was found guilty by his Worship and fined \$25, with the option of one month's hard labour. Being short of money, the defendant had to go to prison.

AIDING AND ABETTING A STOWAWAY.
A shopkeeper and a carpenter employed on the steamer *Diamond* were charged with aiding a coolie to obtain a surreptitious passage to Manila by the above vessel. They denied the charge.

The coolie in question, who was convicted a few days ago of being a stowaway, and fined, stated in evidence that it was in consequence of what the first defendant (the shopkeeper) said to him that he determined to go to Manila. He had \$85, and of this money he gave the first defendant \$50 to take out for him (witness), a passage to Manila, the balance of \$35 to be paid to the first defendant when the witness got to Manila. The second defendant (the carpenter) took the witness off to the steamer when the \$50 had been paid over, and promised to look after him whilst he was on board and see him safely landed in Manila. The second defendant put him in his room, and told him not to show himself. The witness was discovered when the *Diamond* arrived in Manila on 4th May, and brought back to Hongkong by the same steamer. Robert Rodgers, second officer of the *Diamond*, said the first witness was found in the carpenter's room, lying in the bunk. The carpenter told witness that the man was a sailor on the ship. Andrew Ramsey, master of the *Diamond*, said that by the order of the United States the first witness would not be allowed to land in Manila, not having been there before. The owners of a steamer were liable to a penalty of \$300 gold for every Chinaman they brought into Manila. The defendants were fined \$250 each, or four months' hard labour. Both went to prison.

THE CHARGE OF BRIBERY AGAINST AN INSPECTOR OF BUILDINGS.
Percy Thomas Crisp, inspector of buildings, Public Works Department, was brought up on remand from the 11th inst. charged with accepting a bribe of \$40 from one Cheung Sui Kai.

His Worship intimated to the defendant that he had been arranged between the Crown Solicitor and Mr. Francis (counsel for defendant) that the case should stand adjourned till the 23rd inst. at 2½ p.m. Bail of \$500, as before, was allowed.

BEFORE MR. KEMP.

LOOKING FOR WORK.
A coolie was charged with stealing one brass hose-pipe, value \$15, the property of the owners of the steamer *Hamburg*, on the 15th inst. He pleaded not guilty.

The defendant appeared, went on board the steamer to look for a job, and whilst waiting he picked up the hose-pipe to examine it. One of the ship's officers observed him, and, under the impression that the defendant was about to steal the piping, placed him under arrest, afterwards hoisting the police flag. A looking came off to the ship and took the defendant into custody.

The magistrate bound him over in a personal bond of \$50 to keep the peace for six months.

GAMBLERS.
Twenty-three coolies were arrested on the 4th inst. by Sergeant Grant, who found them gambling in a house at 29, Chinese Street. The defendants denied the charge, but were convicted on evidence and fined—the first and second defendants, for being keepers, \$15, and the remainder \$3 each. The usual order for the forfeiture of all implements of gambling was made.

SUSPECTED PERSONS.

Glegario Rodi, a Spanish seaman, employed on the steamer *Cheong Hong Keng*, and a Chinese cook on the same vessel, were charged with being suspected persons and found in the corridor of a house at 4, D'Almeida Street, for the purpose of committing a felony.

Togoo Mal, an Indian shopkeeper, the occupier of the house in question, said he found the two defendants sitting on the stairway at two o'clock in the morning. He called for the police, and two men of the Welsh Fusiliers took the defendants into custody. The Spaniard had previously been to the shop of the complainant, where he passed himself off as an officer on a ship, and wanted to get some goods on trust. The defendants said they missed their ship, and went into the corridor of the house to pass the night. The Spaniard further stated that he was waiting to see the complainant, whom he intended to ask for a night's lodging. His Worship sentenced each of them to imprisonment for 14 days.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

London, 14th May, 7.25 p.m.

CHINA'S REPLY ON THE INDEMNITY QUESTION.

Dr. Morrison telegraphs to the *Times* from Peking that China's reply to the collective note of the Powers expresses astonishment at the enormous amount of the indemnity claimed. China undertakes, if the Powers exact it, to pay 450,000,000 taels in thirty annual instalments.

THE COREAN TROUBLE.

Shanghai, 15th May, 11.16 p.m.

BRITISH TROOPS FOR CHEMULPO.

Weihaiwei reports that a force of 1,500 troops under General Dordard is ready to embark on H.M.S. *Terrible* for Chemulpo at six hours' notice.

THE WAR IN SOUTH AFRICA.

London, 13th May, 7.25 p.m.

PROGRESS OF AFFAIRS—OFFICIAL STATEMENT.

A Parliamentary return states that 634 Boer farms were burnt in South Africa during the period from June to January last. The Boer prisoners now number 183-1.

REUTER'S SERVICE.

London, 13th May.

SOUTH AFRICA.

It is estimated at Pretoria that 16,500 Boers are still in the field.

The enemy is again massing in the Eastern and Western Transvaal.

General Campbell, whilst returning to Middleburg, was harassed by 1,000 Boers with four guns.

HONOURS FOR JAMES WATTS, THE TIENTSIN HERO.

James Watts has been awarded a Companionship of the most Distinguished Order of St. Michael and St. George, for conspicuous bravery in conveying despatches between Tientsin and Taku, on the 19th June last.

London, 13th May.

THE BRITISH AND AMERICANS AT PEKING.

A report by General Chaffee's aide-de-camp published at Washington upon the operations of the Allies at Peking, says that the British were the only real friends the Americans had, and that they were always together.

MRS. BOTHA GOES TO ENGLAND.

Mrs. Botha, wife of the Commandant, has sailed for England. She obtained Lord Kitchener's consent to interview Mr. Kruger, urging peace.

SANITARY BOARD.

A meeting of the Sanitary Board will take place to-day, Thursday, 16th May, at 4.15 p.m. in one of the rooms of the P.O.

1. Suggestion relative to the deposition of moribund infants at the door of the Convents.
2. Correspondence relative to the report of Medical Officer of Health for 1900.
3. Correspondence concerning the erection of public baths.

G. A. WOODCOCK,
Acting Secretary.

AGENDA.

1. Lime-washing report for the fortnight ended 13th May, 1901.
2. Mortality statistics for this Colony for the weeks ended April 27th, and May 4th, 1901.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Coptic*, with mails, &c., which left hence 13th ult., for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 10th inst.

The O. & O. steamer *Doric*, with mails, &c., from San Francisco to the 25th ult., via Honolulu, has arrived at Yokohama, and will leave for this port to-morrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The "Ben" Line steamer *Bengalee*, from Antwerp and London, left Singapore for this port on the 13th inst.

The N. Y. K. steamer *Kasuga Maru* (Australian Line) left Koko via Moji for this port on the 14th inst., a.m., and is expected to arrive here on the 21st inst., a.m.

The Austrian Lloyd's steamer *India* left Singapore for this port on the 14th inst.

The P. & O. steamer *Pekin* left Singapore for this port on the 15th inst., at 10 a.m.

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

COMPLETE FAILURE OF THE EXISTING SYSTEM.

TRIPLING WITH EVILS.

It may rightly be claimed for Hongkong that it is the most important British colony in the Far East. Whether from a naval, military, or mercantile point of view, it is the premier Colony; it is a strong naval base; its military position is of great and increasing importance; its commerce is vast, and its shipping is proudly referred to as being third in the world's record. The importance and influence of Hongkong is therefore unquestionable. The Colony is wealthy; in 1899, the excess of revenue over expenditure amounted to \$447,350. H.E. Sir Henry A. Blake, G.C.M.G., in concluding his report, as Governor of the Colony, for 1899, wrote: "The future prospects of trade are good, the general condition of the Colony is most flourishing, and with the command of cheap labour, it gives promise of developing into a great manufacturing centre."

The prosperity of Hongkong is due to the energy of the European merchants, and to the facilities the Colony offers to the Chinese for making money, and the security it provides for that money when they have made or are making it. As a manufacturing centre it will never equal Shanghai; its recently acquired territory is a costly encumbrance necessitated through military reasons; its advancement depends on its wise government and the security offered to the colonists, European and Chinese, who reside there.

Accepting that to be correct, can it be reasonably claimed that the Colony of Hongkong is administered to the satisfaction of the residents; is it wisely governed and is full security offered to those who live and have their being here? Concerning the military and naval aspects of the case, the residents rightly enough do not claim to exercise any rights of control. They help the Imperial Government as much as possible by a yearly military contribution. Beyond that, those subjects in a Crown colony are rightly enough outside the province of the colonists. In the matter of local protection, Hongkong is as well policed as Singapore, Penang, and the settlement of Shanghai. It is right to admit that Hongkong is on the whole fairly well guarded by a good disciplined police force, though that force might well be increased. It is not with the attacks of thieves or bandits that the European or Asiatic resident in Eastern colonies is concerned, for efficient policing affords protection in most civilised centres. It is immunity from sickness and disease, the possibilities of living safely and economically, and of being permitted to exercise a voice in the municipal government of the place. These are the cardinal points which claim attention. These are essential for the permanent prosperity and advancement of any colony; these are features which are lacking to-day in Hongkong. We may pride ourselves on our position in shipping; H.E. the Governor may write optimistically of our commerce and revenue; but the fact remains the residents are denied the liberty extended at home to a rural parish council, and are compelled to live under conditions which in certain respects are more applicable to the 12th than the 20th century.

Briefly, Hongkong at present is suffering, and is likely so to suffer for some time to come, from the following choice collection of evils in a severe form:—Bad sanitation, insufficient water supply, bad roads, inability to cope successfully with infectious diseases, overcrowding, excessive rents, high prices for food, lack of efficient schools, and other minor questions. Some of these were casually noticed in H.E. the Governor's last report; others were ignored. Elsewhere, in most civilised places, the eradication and prevention of these attributes of a thickly-populated centre are a responsibility enjoined on the residents themselves, and from the experience of other places in the East it is conceivable that an energetic Municipal Council with money and freedom might successfully combat these evils here. But the Government—such as it is—prefers to exercise its own municipal control with lamentable and disastrous results. H.E. the Governor omitted in his Blue-book to point out that Hongkong is acquiring a reputation as a centre for bubonic plague, which breaks out yearly and cannot apparently be eradicated; that from a sanitary point of view the disease is more or less trifled with; that overcrowding exists on a gigantic scale, and any relief (like the present reclamation scheme) is left to private enterprise; that excessive rents and food prices are still going heavenward, without any scheme of relief being forthcoming; that some of the most important roads, like the system of drainage, are in a most objectionable and dangerous condition; that unless these evils are removed the prosperity of the Colony must necessarily suffer; that the residents have demanded the right—which every British community is considered to possess and does possess elsewhere in the Far East—to regulate their own parochial affairs with a view to mitigating and eventually stamping out these evils.

First let us consider briefly the question of plague. Few residents of observation will be prepared to affirm that this is being dealt with as it should. The Government had a surplus in 1899 of four hundred thousand dollars; at a recent meeting of the Sanitary Board the Medical Officer descended to question the wages of coolies engaged at the plague hospital! The plague is with us with renewed severity; there have been 500 cases this year known to the sanitary authorities, and probably twice as many unreported cases. At this period when the Government should be expending every cent it can possibly gather or stamp out this vile disease, we find an undermanned sanitary staff, and the only trained sanitary officer absent on leave! The sanitary staff consists of a doctor and

about twenty inspectors, who are not paid sufficiently well enough to induce a man with sanitary training and experience to accept such a post. These officers at present, as can be readily understood, are much overworked. These, with a few others, form the staff that is supposed by a careful Government to look after a densely built city containing a population of 10,000 foreigners, and 280,000 Chinese, which is infected with plague and is not free from other diseases.

Dr. Tidswell, the Principal Assistant Medical Officer of the Government of New South Wales, contributes an article to the January number of the *Journal of the Sanitary Institute* entitled, "Some Practical Aspects of the Plague in Sydney." Though there were less than twenty cases of plague in Sydney, it is interesting to quote the precautionary measures. Dr. Tidswell writes: "Under ordinary circumstances the medical staff of the Department of Public Health were two (now three) specially qualified hygienists; but there were in addition two Medical Officers of Health, more or less closely in touch with the central office. On the outbreak of plague the medical staff was increased to seven members; two stationed at the hospital, three engaged in regular visitation of the patients, and two mainly occupied in administrative and other general matters connected with the epidemic. From time to time we had the assistance of medical visitors from other colonies who came to gain experience, and of many medical men practicing in Sydney, but these were chiefly employed in connection with the inoculation of Haffkine's fluid. I must here remark that, once convinced of the reality of the plague, the medical profession generally gave courteous and loyal support to the Department."

Apparently in Hongkong, in the necessary matter of house-inspection, no provision was made in advance to combat the disease. Whilst the insanitary and uninhabitable rookeries remain standing in Hongkong, plague, many medical men think, will be always with us; and as vested interests are so great and apparently the principal interests are unofficially represented on the Legislative Council, those valuable slums are not likely to be rebuilt until they have collapsed through age. The apparent indifference of the foreign community to plague entitled the Sanitary Department to indulge in slovenly and dangerous habits; and it even went so far as to send plague-baskets over to Kowloon by the public ferry, and would no doubt have continued to do so still had it not been for the newspapers. For this criminal negligence on someone's part the Medical Officer acknowledged his regret! The same officer any day on Cairns Road can witness the intermittent passage of but partly closed plague baskets filled with infected clothing, which are dumped down outside open windows and in much used thorough-fares, whenever the coolies desire to rest.

Now that Europeans in the last few days have succumbed to plague, Dr. Bell may readily be assured that carting a dead-bor through the leading streets is not exactly decent, and is an objectionable and a dangerous practice. They would not do it in the streets of London, and there is no reason why it should be done here, although the doctor may personally approve of it. It is to put it mildly, disagreeable to residents and cruel to the patient. Steamers arriving from Singapore and Manila are rightly quarantined; but is there any inspection over the thousands of natives who daily arrive from plague-stricken Canton, or does the number of passengers appal the Government by its immensity? If so, contrast this inaction with the thorough way in which the Shanghai Municipal Council has dealt with arrivals from plague-stricken cities, which has resulted in the "Model Settlement" being uninfected when the disease raged here. The plague question is a vast and a grave question; at present it is more or less trifled with, and the Government prefers to make new roads in a new and barren territory to expending money and energy on cleansing and purifying the vile slums in this overcrowded city.

The Director of Public Works has presented us with a good deal of information about roads in the New Territory, which in years to come will no doubt prove of public use and benefit. If the Acting-Director of Public Works will go out of his way to visit the Western portion of De Yauk Road and the roads opened on the New Praya and leading to the Canton and Macao Steamer Wharf, he will find roads (4) which would disgrace a Chinese village. These roads are used by thousands of people daily and are absolutely dangerous in wet weather, and they have been in this condition for more than two years. The road to Kowloon Docks is so bad that accidents occur daily, and except to pedestrians it is impassable after rain. The vehicular traffic in the business part of the Colony is very small and is confined to a few roads, and considering the unsatisfactory state they are generally in, it might be well to send a deputation from the Colonial Engineer's department to Macao to study the road system there. In the matter of roads, Hongkong is immensely behind Singapore, the roads of which Colony are usually splendidly kept up.

Another evil which Hongkong is suffering from is that of overcrowding, which the Government is attempting to mitigate by the introduction of the recent ordinance. This naturally falls hard upon the Chinese coolie, who must either pay an increased rent to reside in town or go outside and live at a considerable distance from the scene of his labours. At present no facility exists in the matter of cheap transport, though occasionally rumours are heard of a electric tramway that is to be started, which will enable the European and Chinese employee to live in the suburbs under healthy and reasonable conditions and enable him to travel cheaply to and from his business. But in introducing such an anti-overcrowding ordinance the Government made no arrangement to grapple with the inevitable result. One

of the principal reasons why the plague and other infectious diseases cannot be eradicated from the centre of the Colony is owing to the densely-built streets and badly erected houses. Open spaces as lungs are unknown in the lower thickly-populated levels of Hongkong, and the houses in the slums, which are many, were apparently erected with but one object—to enable the landlord to get as much rent as possible. The houses are badly lighted, ill-ventilated, and are occupied by a race of people who above any should be treated with as much light and air as possibly be given them. Hygienic conditions cannot be said to exist, and if Hongkong is ever to be free from plague and other diseases arising from dirt and overcrowding these slums will have to be demolished, roads widened, and open spaces provided. It can serve no useful purpose to pull down an infected house and build another exactly like it on the same spot. It would mean an enormous expenditure if the whole of the slums of Hongkong were to be destroyed; other cities of the world are doing it, and surely Hongkong can attempt something practical if gradual in this direction. Vested interests are great, and the disadvantage Hongkong labourers under is that the unofficial representatives on the Legislative Council are concerned with these vested interests. The Government gracefully left it to the Senior Unofficial Member to attempt to grapple with one of its duties in dealing with overcrowding in Wanchai, and even condescended to put a few impediments in the way, which fortunately were negotiated, and Wanchai is to have its reclamation scheme put into practice. The Senior Member is to be congratulated upon doing what the Government should have done, and it is perhaps fair to acknowledge he will be amply compensated by the result.

The other evils can only be dealt with briefly. The question of exorbitant rents is one which presses very heavily on most residents—particularly Europeans with moderate incomes—the Portuguese and the Chinese. In the majority of instances the extortion of the landlords is akin to robbery, for rents have been jumped up without any reason beyond that the owners wish to squeeze as much as possible. The Government's position is that the taxes have increased in proportion, and the Government thereby participates in flagrant squeezing. Prices of provisions are continually rising; through the action of monopolists, as the recent Commission proved. It is difficult to recognise how the Government could interfere in the matter, but it is equally difficult to believe that the Government charged with the prosperity and welfare of the Colony can remain idle whilst the poorer residents are bled month after month by rapacious landlords and rascally monopolists. Elsewhere in the East, under other governments, a very drastic treatment would be meted out, and it is conceivable that some methods of alleviation could be developed here.

These are some of the evils the Government might tackle with energy and perseverance; but, as residents only too well know, they are not all. They are, however, sufficient to go on with. Seeing that some of them really come within the scope of municipal control, and that the wretched Sanitary Board farces has been tried and failed, is it not about time that Hongkong should possess the privileges accorded to Singapore and Penang, and the settlement of Shanghai? These places have their Municipal Councils, with most successful and gratifying results. If we possessed in Hongkong that right of control over municipal matters which prevails in Shanghai, it is quite possible to believe that under the guidance of the leading residents and with Municipal Commissioners in the Colony, and with a liberal expenditure, many of these evils would be soon abated. We should have good roads, a system of drainage less obtrusive and dangerous than the present, an efficient water supply, a thorough sanitary system of control, a gradual disappearance of slums, and many other improvements which a board of elected unofficial members, who know so well the needs of the place, would provide. The municipal control in Shanghai is one of the least costly, and considering its conditions, the most efficient in the world. Its district adjoins a Chinese city containing 500,000 Chinese, and its municipal affairs are conducted without friction and with complete satisfaction to the residents. With a thorough system of inspection Shanghai has kept the plague from its doors. Singapore and Penang are as well administered municipally as Hongkong is the reverse. Therefore the time has come for Hongkong to be allowed to undertake a task performed by ratepayers successfully elsewhere, which the local government has absolutely failed to accomplish. Otherwise a continuation of existing evils will invite the appointment of a Special Commission to consider them.

SCRUTATOR.

EXPORT CARGO.

Per steamer *Ajaz*, sailed on the 30th April. For London:—275 boxes or 20 m/boxes tea, 125 bales cane, 162 bales waste silk, 125 bales cane, 100 bales tea mats, 370 rolls mat, 240 cases plumage, 8 bales, shell 8 cases silk, 110 cases P. L. fans, 93 cases Chinaware, 42 cases blackwoodware, 26 cases woodware, 5 basketsware, 35 cases essential oil, 20 cases cassia buds, 4 cases gum, 3 cases cigars, 3 cases ginger, 13 cases war office stores, 35 pkgs. naval stores and P. effects, 4 pkgs. marine clothing, 159 pkgs. sundries, 575 empty drums. For Manchester:—125 bales waste silk, 2 cases Ross silk. For Glasgow:—16 cases blackwoodware, 5 cases Chinaware, 3 cases chinaware. For London: Opt. Goods 140 bales pierced cocoons. For London Opt. Hamburg:—132 bales cane, 20 cases bristles.

AN OLD FRIEND BY A NEW NAME—Liebig's Company's Extract will soon be known as LEMCO, the new name placed upon it and composed of the Liebig's Extract of Meat Company's initials.

LATE TELEGRAMS.
NEWS VIA RANGOON AND CEYLON.
THE WAR IN SOUTH AFRICA.

THE LOCATION OF BOER PRISONERS.

London, 30th April. Hamilton read a telegram from Lord Curzon showing that Ahmednagar was healthier than Kasauli, Ranikhet or Dalhousie, and equal to Poonah or Umballa. He added that under these circumstances there was no reason to alter the existing arrangements.

THE CAPE INVADERS.

London, 1st May. Though General Krutzinger has re-entered the Orange Colony, several hundred Boers are still scattered in small parties in the Midlands District of the Cape. The British are endeavouring to draw a cordon around the invaders, and slight encounters take place daily.

INDIAN OPINIONS ON AHMEDNAGAR.

Calcutta, 1st May. Replying to Mr. St. John Brodick, the *Englishman* reiterates its statements about the unhealthiness of Ahmednagar. It quotes the Sanitary Commissioner's report for 1899, that the place is the most unhealthy in India next after Peshawar; that the disease most prevalent is enteric; and that we only keep troops there because, years ago, the mistake was made of erecting costly barracks there.

Bombay, 1st May. The *Times* of India affirms that Ahmednagar is healthy, and quotes reports to prove this.

Alahabad, 1st May. The *Pioneer* publishes a number of facts regarding the health of Ahmednagar and concludes:—"We do not think there need be any apprehension regarding the health of the Boer prisoners, and the agitation in their favour furnishes a curious commentary on the action of the Government, who specially selected Ahmednagar as having a less trying climate than many other cantonments and as standing well up on the list of healthy stations."

Simla, 1st May. The returns which have reached Simla show that the death-rate amongst the European troops at Ahmednagar for the past year was only 13 per thousand.

A CANTEN EXPERIMENT.

London, 2nd May. A successful experiment has been made with a field canteen in South Africa rendering the army independent of middlemen. The profits will be distributed among the relatives of those killed.

GENERAL NEWS.

CABLE-RATES.

London, 30th April. At the general meeting of the Indo-European Telegraph Company, the Chairman said that the Directors had advocated actively both at home and abroad a reduction in the rates to India, but the accord of other interested telegraph administrations was necessary and the postponement of the International Telegraph Conference, fixed for May 1st 1902, was likely to prolong the delay.

THE KING'S TITLES.

London, 1st May. The Imperial and Colonial Governments have been corresponding regarding the question of the extension of the King's titles.

THE ARMY SCHEME.

London, 1st May. The *Daily News* says that a meeting of Service Members of the House of Commons was held yesterday, when a resolution was unanimously agreed to in condemnation of Mr. St. John Brodick's Army Scheme.

2nd May. The *Times* says the Opposition leaders have decided to strenuously resist the Army Reform scheme, holding that better results are obtainable at far less cost.

SALE OF THE LEYLAND LINE.

London, 1st May. The papers generally discuss the purchase of the Leyland Fleet by Mr. Pierpont Morgan, and apprehensions are expressed of the American domination of the Atlantic carrying the trade. The papers urge the necessity of the country awakening to meet the competition.

THE FINE EAST.

London, 1st May. The *Times* Peking despatch says that the German expedition to Shansi has resulted in anarchy in Chihli.

CRICKET—THE L.B.W. RULE.

London, 1st May. At a meeting of Marylebone Cricket Club the proposed change in the leg before wicket rule was carried by 259 against 188, but as a two-thirds majority is required the rule remains unaltered.

INDIAN TELEGRAMS.

KRUPP GUNS FOR CABUL.

Calcutta, May 1st. The *Englishman* states on reliable authority that the Amir of Afghanistan has placed an order for a battery of Krupp guns to be delivered next August, and has paid 6½ lakhs of rupees on account.

CENTRAL ASIA.

Allahabad, May 1st. The work which Dr. Stein is at present carrying on in the Taklamakan Desert is greatly facilitated by the ready help which the local Chinese authorities continue to render as regards labour for excavations, etc. About the middle of February the daily minimum temperature was about 10 degrees Fahr. below zero, so work in the desert implied a good deal of exposure.

PLAGUE IN INDIA.

Simla, 1st May. The plague returns for the past week show a further great reduction in mortality alike in Bengal, Calcutta, the North Western Provinces and Bombay, and a small increase in the Punjab. The total number of plague deaths in India numbered 4,093.

Calcutta, 2nd May. Plague is now rapidly decreasing all over India. The figures for last week fell from 6,504 to 4,093 deaths.

The novelists of the present day are nothing if they are not practical men-of-business. One of the London illustrated papers gives the following incident:—The editor of one of the leading daily papers received a telegram on the day of the Queen's funeral from a very well-known novelist, which ran as follows:—"I am prepared to write you 400 words descriptive of the Queen's funeral for £200." The editor, recalling the fact that this novelist was in the habit of obtaining £50 per 1,000 words for his stories, assumed the dropping of a nought by the telegraph department, and wired back, "Will pay £200 for 4,000 words." He received the reply, "Not 4,000 but 400 words." Needless to say that the editor did not assess the writer's literary value at quite this high rate, and the negotiation fell through.

THE IMPENDING CHINESE LOAN
AND ITS SECURITY.

An article under the above heading appears in the *Times* of the 15th April from a correspondent. He says—Sir Robert Hart's recent suggestions, as reported in telegrams from Peking, with regard to the new and increased sources of Chinese Imperial revenues intended to provide and "compensate" for the indemnity claims now under consideration, would appear to have been framed with a view to fulfilling, at the earliest possible date, those remarkable and prophetic utterances of which the Inspector-General has delivered himself in the Press since the relief of Peking. Were it not for those utterances, it would have been difficult for any one acquainted with Chinese affairs to believe that such suggestions could have emanated in good faith from Sir Robert Hart; they certainly do not represent the man whose administrative talents built up and guided the Customs service in its earlier years. While it is to be hoped that the proposal for obtaining these funds, destined to "compensate" China, will not be seriously considered by the Indemnity Committee at Peking, it must be borne in mind that, despite the state of utter disorganisation into which the Customs service has drifted since 1894, his opinion is still one which carries much weight in that city, where tradition is everything. Moreover, the representatives of the Powers at Peking are, as a general rule, no more conversant with Chinese affairs than is the rural elector of England. It is quite possible, therefore, that, despite the lesson to be read in the last Chinese loan and the *lekia* clause, which resulted therefrom, the Indemnity Committee may be only too willing to discuss any proposals which the integrity of Sir Robert Hart may suggest as timely for the present occasion.

Fortunately for the future peace of China, however, investors in Chinese bonds will hereafter require as security something more than opinions and estimates vouchsafed by the "slim" politician in question. It seems inevitable that under existing conditions China must borrow the annuity scheme being disapproved by a majority of the Council. The amount of the loan required remains an unknown quantity, estimated at something over £40 and under \$80 millions sterling. When all the claims have been filed and the total amount definitely ascertained, there should remain for the Powers two questions for decision:—(1) In what manner shall the loan be raised; and (2) what revenues shall China hypothecate as security for the same? There is ample time, before the various claims can be completed, for the satisfactory solution of both these questions. I propose to discuss the latter only, since it is with this that the Chinese Government is already endeavouring to deal in accordance with the best traditions of Colonial diplomacy.

The sources from which Sir Robert Hart, on behalf of the Chinese Government, proposes to draw the new Imperial (as distinct from provincial) revenue which shall "compensate" China for her increased indebtedness and enable her to meet it are:—(1) Stamp duties; (2) increased taxation of native opium; and (3) a house tax, as distinct from the present land tax. Under these headings he considers that £10, £20 and £25 millions of taels respectively might be the amounts annually available. As to the proposed method of their collection and remittance by the provincial authorities, we are left uninformed—possibly because the unpleasant fact is sufficiently realised that these new taxes could not be levied in the interior either by the Chinese authorities or by a foreign collectorate without producing the most serious disorders, if not a general insurrection. The complete failure of Sir R. Hart's attempts, since 1898, to extend the I. M. Customs system and control to the collection of *lekia* in districts adjacent to the treaty ports shows how utterly he is at a loss to find the facility of any effort which is not accompanied by armed force to modify the methods of the provincial mandarins or to deprive them of any of their prerogatives. Pending the partition of China, it must be at the treaty ports that the Powers concerned (excepting always Russia) can apply the sole argument whereby the Chinese official can be permanently convinced of error: at these ports, therefore, and under foreign supervision, must be collected the revenue needed to guarantee the service of foreign loans.

To deal briefly with Sir R. Hart's proposals:—(1) Under the heading of stamp duties undoubtedly something may, and should, hereafter be done, since a welcome addition would thus be afforded to the central Government's legitimate revenues, and the burden thereof would fall on the class best able to carry it—i.e., the peace-loving and prosperous merchants. But the introduction of any general system of stamp duties will be the work, not of months (as Sir R. Hart's proposal appears to imply), but of long and toilsome years.

(2) Any large increase in the duties leviable on native opium—and an increase to produce 10 million taels would be very large—must entail, on the one hand, falsified returns of production from the provinces concerned, and, on the other, increased importations of the Indian drug. For the revenue purposes of the central Government the results could scarcely be successful, while a considerable addition to the ranks of native officials and underlings would inevitably follow.

(3) Every Chinese administrator knows that the agricultural land owned throughout the country—i.e., the bulk of the population—resists the present land tax as the final limit of their direct taxation. Kang-hsi's edict baring their *Magna Charta* in this question. A moderate house tax might be possible in a few of the richer cities near the coast, but outside of these it would be simply impossible, unless collected by the aid of Cosacks—a system which Sir R. Hart would probably shrink from advocating.

A GERMAN ANALYSIS OF KIPLING.

A recent issue of the literary supplement to the Munich *Allgemeine Zeitung*, one of Germany's oldest and best-edited newspapers, contained an elaborate article on "Rudyard Kipling, the Poet of Imperialism." It acknowledges the great talent and rich powers of observation possessed by Kipling, but adds the reproach that "the spirit of the poet is dominated by racial self-interest instead of by altruism." The writer of the article supports his standpoint as follows:—"It seems as if Kipling intends you to read between the lines that any heroes are in reality second-rate, but don't let your hair turn gray on their account; their villainies harm only people who do not belong to us; their brutalities are, as a matter of fact, necessary for the empire." Kipling's principles, proceeds the critic, are an aberration of morality and of art, the fruit of that devilish prejudice which makes many persons believe that the power of a nation depends, in the first place, on the possession of aboriginal brute force. By means of an instrument in which all the magic of art is amalgamated, in a remarkable manner with the ordinary articles of journalism, Kipling has worked on a people whose racial superiority has developed their conscience and intelligence, to re-awaken from deep sleep certain brutal, atavist tendencies which must be headed against foreigners, as there is no scope for them at home.

the *lekia* collectorate of Kiang Hsu for some six or eight years to come! Secondly, the proposed abolition of the Manchou stipends and conversion of the grain tribute into measures to which the privileged supporters of the dynasty would prefer all the Reforms Edicts of 1898 and the capital punishment of every Boer leader in the Empire. The I. M. Customs could no more carry them out than they could "supervise the raising of the indemnity." Thirdly, the gradual abolition of *lekia*, coming as a recommendation from the Chinese Government, can only be regarded, in the light of the Tientsin Treaty and subsequent history, as irony, if not as impertinence. Nothing can be more certain than the fact that, no matter what arrangements may be made by the Powers, the native officials of the interior will continue, wherever foreign supervision is not backed by effective control, to levy taxation on every branch of trade and on every class of goods in transit to the uttermost limit of the trader's endurance. That Sir Robert Hart should support Li Hung-chang's reiterated request for increasing the tariff duties at the same time as he "recommends" the gradual abolition of *lekia*, is in itself sufficient indication of the general tenor of the present proposals and of their value as to future security. Tariff revision can wait until the abolition of *lekia* comes within the sphere of practical politics.

If from the Boer rising and its results any lesson has been impressed upon Europe, it is that the Chinese Government, as represented in the Manchou rulers of today and their adherents, is absolutely corrupt and untrustworthy. Also it has been made evident that, unless assisted from without, the native minority which is striving for reform in the administration of the decaying Empire is face to face with a forlorn hope. Under these conditions the Powers will have grievously failed in their obvious duty to humanity, to the people of China, and to the cause of civilization if they fail to make of the indemnity claims an opportunity for introducing collateral security improvements in the country's administration as may be immediately possible. It is of paramount importance that the indemnity should not be met (as they most certainly will, if the native official has his own way in the matter) by the imposition of further burdens, in the form of *lekia*, on island trade or by arbitrary exactions levied without discrimination or justice on the people. In the present instance, the Manchou clausemen, the Court, and the mandarinate in general should pay the penalty for the recent anti-foreign movement rather than the innocent toilers of the Central Provinces, and this result can best be attained by measures which, without affecting the masses, will curtail the privileges and numbers of the official class.

These ends being kept in view, there appear to be two sources from which, if the administration concerned be placed forthwith under the I. M. Customs control, funds sufficient to provide the security required. Both are referred to in Sir R. Hart's proposals; they are the native Customs (Chang Kuan) and the Tributary Rice Transport Service. With the revenues collected under the former heading, and by reformed and economical administration under the latter, competent authorities estimate that the Board of Revenue should be placed in a position to appropriate between two and three millions sterling per annum for the service of a new loan.

It is an open secret that, when the terms of the last Chinese loan were under discussion, Sir Robert Hart was strongly advised by some of the shrewd Commissioners in the Customs service to abandon the foredoomed scheme of *lekia* control, and to insist that the native Customs be placed under the Inspector-General. In this matter, however, the Inspector-General had at the time little choice. The Taung-li-Yamen (knowing well that the provincial authorities would never hand over effective control of the inland waterways to foreign supervision without a desperate struggle) were ready enough to pledge the *lekia* and salt taxes of certain districts; but to surrender the junk trade collectorate at the open ports would have been a very different matter. The scope of this article does not permit of a full description of the native Customs administration, and its immediate results; suffice it to say that its existence in Chinese hands side by side with the foreign collectorate is an unattractive prospect of evil. The transfer of the whole work at the open ports to the I. M. Customs could be readily and speedily carried out; it would place the entire maritime trade and revenue on a definite footing; it would provide funds for Peking which are now absorbed in a great measure by the provincial collectors, and it would necessitate the return of many provincial officials to some honest walk in life. Now is the time and opportunity for accomplishing this reform, which has been obviously necessary for many years past.

The advantages to be gained by China herself in the reorganisation of the Tributary Rice Transport Service are obvious and immediate, and in this case, as in that of the native Customs, the only sufferers would be a horde of "squeezing" officials and underlings. Under the present administration it has been computed that the cost to the Government of every picul of rice delivered in Peking is about 3½ taels, five of which represent extortion and speculation. In conclusion, until the total amount of the indemnity claims is definitely known, it must be difficult to give any final opinion as to which of China's available assets should be pledged for liquidation of her liabilities. From the two sources above mentioned, however, sufficient should be forthcoming to provide security for the greater part of the interest on any loan to be raised, and the advantages to China and to her neighbours resulting from the extension of honest administration would in themselves be no small compensation for the harm done by the Manchou Court and their Boer followers.

A GERMAN ANALYSIS OF KIPLING.

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TRADE MARK.

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DUNVILLE'S V.R. ... 1 doz. Bottles \$12.00
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F.O.S., Very old liqueur ... 15.00
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FINE OLD BOURBON ... \$18.00
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N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.
-12, QUEEN'S ROAD.
Hongkong, 15th May, 1901.

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TWO are—Length, 62 feet over all; Breadth, 11 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 8 inches by 16 inches; Boiler, 6 by 7; Stroke, 12 inches; Working Pressure, 125 lbs.

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The above Three Launches were built in Hongkong, October 1899, under the Superintendence of Captain F. D. Goddard, Marine Surveyor.

Plans and Specifications of the same can be seen.

Please apply to—
TUNG TAI & CO.
Engineers and Shipbuilders, &c.,
23, Praya East, Wanchai.
Hongkong, 15th April, 1901.

BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO CHINE and which said Notes are expressed on the face thereof to be payable at the Branch Office of the said Banque in Saigon, the numbers of which said Notes are as follows:—

Series V 49 1 to 1,000 of \$1 (One dollar) each
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The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the Banque De L'Indo Chine accept no liability for the same.

By Order of the Chief Manager in Saigon.
For the Banque De L'Indo Chine.
L. BERLINDOAGUE,
Acting Manager.

Hongkong, 26th February, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. FARLANE,
Manager.
Hongkong, 17th February, 1899.

NOW READY.
THE
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TO
MISSIONARY SUCCESS IN CHINA.A LECTURE
BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

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Hongkong, 20th April, 1901.

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No. 25, ABERDEEN STREET.

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AND FIXED. DRAINS, TRAPS,
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CHADWICK KEW
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Hongkong, 15th September, 1899.

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All kinds of Oil Paintings and Photographs
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39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gaupp & Co.
Hongkong, 20th March, 1901.

NEW ADVERTISEMENTS

TO LET.

FURNISHED or UNFURNISHED to
30th April, 1902. No. 3, CAMERON
VILLAS, MOUNT KELLET, PEAK.
Apply to—

MAJOR ST. JOHN, R.A.,
At above Residence.
Hongkong, 18th May, 1901. [1267]

TO LET.

A FURNISHED ROOM, Hongkong,
suitable for Gentleman, with BOARD.
Apply by letter to—

A. B.,
Care of Office of this Paper.
Hongkong, 16th May, 1901. [1268]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
on

SATURDAY,
the 18th May, at 2.30 P.M., at their
Sales Rooms, Ice House Street,
A QUANTITY OF

SILK TAPES, EMBROIDERIES,
These SILKS are all made on the Imperial
Looms at Shantung and Hangchow for Imperial
use, and were stored in the Imperial Household
Gardens, Peking.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th May, 1901. [1264]

THE WANCHAI WAREHOUSE AND
STORAGE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above Company will be held
at the Office of the undersigned, No. 5,
Queen's Road Central, Hongkong, on
THURSDAY, the 23rd of May, at 3 o'clock
in the afternoon, for the purpose of considering
and (if thought fit) approving of an offer
for the Sale of the whole of the Company's
property on Marine Lot No. 29, 29A, 30
and 30A, Inland Lot No. 438-42, 613-615
on terms and conditions which can be ascer-
tained upon enquiry from the undersigned.
MEYER & CO.,
General Managers.
Hongkong, 16th May, 1901. [1265]

THE REGISTRATION OF TRADE
MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE IS HEREBY GIVEN that
HENRY BALDWIN has on the 11th
day of April, 1901, applied for the registration
in Hongkong, in the Register of TRADE
MARKS, of the following TRADE MARK:—
A Representation of a Bull-Dog and the words
"BULL DOG," in the name of CURTIS'S AND
HARVEY, LIMITED, who claim to be the
proprietors thereof. The TRADE MARK has
been used by the applicants since March, 1901,
in respect of the following goods in class 20,
Explosive Substances. A facsimile of the
TRADE MARK can be seen at the office of the
Colonial Secretary of Hongkong.
Dated the 15th day of May, 1901.

DENNIS & BOWLEY,
Solicitors for the Applicant.
[1266]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
"SUISANG,"
Captain Todd, will be despatched as above on
TUESDAY, the 21st inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 15th May, 1901. [1262]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship
"INDIA,"
Captain Ghizzo, will leave for the above places
on WEDNESDAY, the 22nd inst., P.M.
For Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 16th May, 1901. [1263]

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ARABA,"
will be despatched for the above port on or
about 1st August, 1901.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 15th May, 1901. [1263]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"SUISANG,"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their goods will be delivered from along-
side.
Cargo impeding the discharge or remaining
on board after 4 P.M., the 17th inst., will be
landed at Consignees' risk and expense into
Godowns at EAST POINT.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 15th May, 1901. [1261]

A. LING & CO.,
FURNITURE STORE.

PLATED GLASS & CROCKERY WARE.
Also CHOICEST LACQUERED WARE.
FURNITURE ON HIRE.
13, BEACONSFIELD ARCADE,
Hongkong, 1st May, 1901. [1145]

DAVID COSSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.,
Sole Agents.
[3190]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
TO-DAY (THURSDAY),
the 16th May, 1901, at Noon, at his Sales
Rooms, Duddell Street,
6,500 BOTTLES OF ELECTRICAL
WASH BATH REMEDY,
for the Cure of a variety of Diseases, especially
Rheumatism, Paralysis, Neuralgia, Nerve
Disorders and Impurity of Blood, &c.
TERMS:—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.
Hongkong, 15th May, 1901. [1252]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction, opposite the
City Hall,
TO-DAY (THURSDAY),
the 16th instant, at 3 P.M.,
TWENTY-THREE HORSES,
belonging to the 1st BENGAL LANCERS.
Further particulars may be had on applica-
tion to—
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 14th May, 1901. [1243]

GOVERNMENT NOTIFICATION.

THE following Particulars and Condi-
tions of Sale of CROWN LAND by
PUBLIC AUCTION, to be held at the
Office of the Public Works Department,
on MONDAY, the 20th day of May, 1901, at
3 P.M., are published for general information.
By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 4th May, 1901. [1242]

Particulars and Conditions of the Lotting
by Public Auction Sale, to be held on
MONDAY, the 20th day of May, 1901,
at 3 P.M., at the Office of the Public Works
Department, by Order of His Excellency
the Governor, of One Lot of Crown
Land at MacDonnell Road, in the
Colony of Hongkong, for a term of 75
years, commencing from the 15th day of
January, 1899.

PARTICULARS OF THE LOT.

Notice is hereby given of the
proposed Sale by Public Auction, for
and on Account of the Concerned, at the Sales
Rooms of
Messrs. HUGHES & HOUGH, Hongkong,
on
WEDNESDAY,
the 22nd May instant, at 12 O'CLOCK NOON,
British Steamer "SOBRAON,"
7,382 Tons Gross, 1,411 Tons Net, as she now
lies on the Tung Ying Island (recently
stranded).
The steamer with her GEAR, TACKLE,
ENGINES, BOILERS, MACHINERY, and
APPURTENANCES now on Board, and
about 1,200 Tons of COAL in her Bunkers will
be put up in ONE LOT.
That portion of her CARGO remaining on
Board, and consisting of about
125 Bales SKINS,
160 Cases BRISTLES,
250 Bales STRAWBRAID,
60 " HIDES,
50 Packages WAX,
50 " FEATHERS,
170 " JUTE,
200 " GALLNUTS,
100 " COTTON,
100 " MERCHANDISE (Various),
all, more or less, in a SECOND LOT, and ONE
BOILER, sent from Shanghai for Salvage
Purposes, and now on the Steamer's Deck, in a
THIRD LOT.
TERMS:—Cash on the fall of the hammer,
when the steamer, the Cargo remaining on
Board, and the Boiler last mentioned, will be
at the Risk of the RESPECTIVE PURCHASERS.
H. A. RITCHIE,
Superintendent, P. & O. S. N. Co.,
HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th May, 1901. [1233]

NOTICE.
TO all whom it may concern, NOTICE
IS HEREBY GIVEN that the Cargo
remaining on Board the P. & O. S. N. Co's
Steamer "SOBRAON," recently stranded on
Tung Ying Island, and consisting of about
125 Bales SKINS,
160 Cases BRISTLES,
250 Bales STRAWBRAID,
60 " HIDES,
50 Packages WAX,
50 " FEATHERS,
170 " JUTE,
200 " GALLNUTS,
100 " COTTON,
100 " MERCHANDISE (Various),
will be Sold by Public Auction in ONE LOT
at the Sales Rooms of Messrs. HUGHES &
HOUGH, Hongkong, on WEDNESDAY,
the 22nd May instant, at 12 o'clock Noon.
H. A. RITCHIE,
Superintendent, P. & O. S. N. Co.
Hongkong, 13th May, 1901. [1234]

PUBLIC AUCTION.

THE Undersigned have been instructed to
Sell by Public Auction, under Bill of
Sale, on
THURSDAY,
the 23rd May (instead of as previously
advertised),
Off the Yaumati Police Station, where she
now lies, the
PASSENGER STEAM LAUNCH
"NAM CHOW,"
Built in 1899.
For further Particulars, Terms and Condi-
tions of Sale, apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd April, 1901. [1140]

TO LET.

TO LET.

TWO very spacious and well ventilated
TWO-STORY EUROPEAN RE-
SIDENCES with GARDENS and TENNIS
LAWNS, each containing 6 ROOMS, BATH-
ROOMS and OUTHOUSES, in MACDONNELL
ROAD, on Inland Lot No. 1,509.
Apply to—

TANG LAP TING,
No. 18, Queen Street, Hongkong,
or to
MOK MAN CHEUNG,
Butcherfield & Swire.
Hongkong, 19th March, 1901. [1063]

TO LET at the PEAK, WYTON NORTH,
from the 1st of June.
Apply to—
W. STUART HARRISON,
Telephone Company.
Hongkong, 15th May, 1901. [1251]

TO LET.
GODOWN in DUDDELL STREET from
1st June.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st May, 1901. [1148]

TO LET.
THE EYRIE, at PEAK, FURNISHED.
Ten to Twelve Degrees Cooler than
Lower Levels.
For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 14th May, 1901. [1240]

TO LET.
POSSESSION APRIL 1ST.
NO. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [1261]

TO LET.
WITH IMMEDIATE POSSESSION.
NO. 9, SEYMOUR ROAD.
Apply to—
S. B.,
Care of Daily Press Office.
Hongkong, 14th March, 1901. [1249]

TO LET.
HOUSE at MOUNT KELLET SPUR,
now in occupation of H. MATHESON
BROWN, Esq.
Apply to—
Linstead & Davis.
Hongkong, 27th March, 1901. [878]

TO LET.
A VERY spacious and well-ventilated
EUROPEAN HOUSE with a GARDEN
and TENNIS LAWN, No. 37, ROBINSON
ROAD, known as "FERNSIDE," containing
6 ROOMS, BATH ROOM and OUTHOUSES.
Possession from 1st June, 1901.
Apply to—
TAM TSZ KONG,
42, Bonham Strand West.
Hongkong, 13th April, 1901. [1008]

TO LET.
(From 1st April next).
TWO SPACIOUS GODOWNS, with
UPPER FLOORS for Dry Goods, Nos. 1
and 2, facing the Sea, and Situated at BEL-
CHIE'S BAY on M. Lot 243.
Apply to—
JOSEPH & CO.,
1, Duddell Street.
Hongkong, 26th March, 1901. [865]

TO LET.
"RAVENSHILL EAST."
Apply to—
DEACON & HASTINGS.
Hongkong, 24th April, 1901. [1095]

OFFICES TO LET.
2ND FLOORS of Nos. 62A and 64,
and GROUND FLOOR No. 68,
QUEEN'S ROAD CENTRAL.
Apply to—
ON CHAI & CO.,
2nd Floor No. 52, Gage Street.
Hongkong, 16th January, 1901. [234]

TO LET.
NOS. 2 & 5, RICHMOND TERRACE—
Immediate Possession.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd April, 1901. [612]

TO LET.
"RICHMOND HOUSE," 11, ROBINSON
ROAD. Possession from May 1st.
Apply to—
L. T. M.,
Care of Office of this Paper.
Hongkong, 22nd April, 1901. [1079]

TO LET.
A HOUSE in RIPLEY TERRACE.
HOUSES at LEIGHTON HILL.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 2nd May, 1901. [68]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Poddar's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 23rd August, 1900. [73]

INSURANCES

PHENIX FIRE OFFICE
The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA,
INCORPORATED 1851.
CAPITAL.....\$410,000.

THE Undersigned, having been appointed
AGENTS for the above Company,
are prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1512]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG
The Undersigned AGENTS of the above
Company are prepared to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.
SIEMSEN & CO.,
Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHATELAIN.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [14]

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
The Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.
Claims settled direct without reference to the
Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [794]

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1833).
The Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.
P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE
COMPANY.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1899
£14,409,089.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FUND.....2,731,183 13 7

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

CARTRIDGES.

NOBEL'S SPORTING BALLISTICE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:
Loaded with Powder only. 1 oz. of Shot.
Primrose Cases...\$5.65 \$7.40
Pegmatite Cases...6.25 8.00
Ejector Brass Cases...6.90 8.65
5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong. [189]

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
of PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [339]

NOTICE.
TO THE PUBLIC AND OFFICERS OF
SHIPS.
When in MOI, go to
THE AMERICAN HOUSE.
Where good European Accommodation can
be obtained at Yen 3 per day.
Address:—NISHI HON-MACHI, ITCHOME.
MOI, 17th January, 1901.

BANKS.

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.
CAPITAL, FULLY PAID-UP...\$1,000,000
RESERVE FUNDS...125,000

Directors:
J. S. VAN BUREN, Esq.
C. EWENS, Esq.
C. S. SHARP, Esq.
H. W. SLADE, Esq.
HO TUNG, Esq.

General Managers:
Messrs. JOHN D. HUMPHREYS & SON.
BANKERS:
THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

THE Company is prepared to act as Special
Agents or Attorneys, Liquidators, Execu-
tors or Administrators, as Trustees, Receivers,
House and Estate Agents for Residents or
non-Residents, and on Commission, to buy or
sell Property, to advance money against Mort-
gage, to invest funds in Mortgage or other-
wise, to buy or sell Shares or Local Stocks, and
generally to act for those who may be tem-
porarily or permanently absent from the Colony.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st February, 1901. [387]

THE MERCANTILE BANK OF
INDIA, LIMITED.
AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,125,000
PAID-UP.....2,562,500
RESERVE FUND.....£40,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at
the rate of 2 1/2 per annum on the Daily balance.
On Fixed Deposits—
For 12 months.....4 1/2 %
" 6 ".....3 1/2 %
" 3 ".....2 1/2 %
J. THURBURN,
Manager, Hongkong.
Hongkong, 1st April, 1901. [25]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1896.
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL.....2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.
Canton Hankow
Chefoo Peking
Chinkiang Tientsin
Chungking Singapore

The Bank purchases and receives for col-
lection Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills
Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2 1/2 per annum on Current Account daily
balances.
3 1/2 per annum on Fixed Deposits for 3 months.
4 1/2 " " " 6 " " " 12 "
5 1/2 " " " 18 " " " 24 "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [26]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£300,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....£200,000
RESERVE FUND.....£250,000

INTEREST allowed on Current Account at
the rate of 2 1/2 per annum on the Daily balance.
On Fixed Deposits for 12 months 4 per cent
" 6 " " 3 1/2 %
" 3 " " 2 1/2 %
T. P. COCHRANE,
p. Manager, Hongkong.
Hongkong, 15th October, 1890. [92]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is con-
ducted by the HONGKONG AND SHANG-
HAI BANKING CORPORATION. Rules
may be obtained on application.
INTEREST on deposits is allowed at 3 1/2
PER CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [23]

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....3,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.
R. SHEWAN, Esq.—Chairman.
Hon. J. J. KESWICK—Deputy Chairman.
A. Haupt, Esq. H. Schubert, Esq.
D. Meyer, Esq. N. A. Siebs, Esq.
A. J. Raymond, Esq. H. W. Slade, Esq.
R. L. Richardson, Esq. H. E. Tomkins, Esq.
Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON,
Manager.
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per
Cent. per annum on the daily balance.
On Fixed Deposits.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 29th April, 1901. [24]

BANKS.

THE
YOKOHAMA SPECIE BANK
LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED...Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 8,310,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES.
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu
Shanghai Tientsin Newchwang

LONDON JOINT STOCK BANK, LIMITED
PARE'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per annum
" 6 " " 4 1/2 %
" 3 " " 3 1/2 %
TARO HODSUMI,
Manager.
Hongkong, 17th April, 1901. [711]

THE BANK OF CHINA & JAPAN,
LIMITED.
WORKING CAPITAL.....over £230,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....fully £420,000
£650,000

HEAD OFFICE
36, Nicholas Lane, London, E.C.
BRANCHES:
Hongkong, Shanghai, Singapore.

AGENCIES:
Yokohama, Kobe, Peang, Bombay, Calcutta,
Madras, Colombo, Rangoon, Java, Lyons, and
Paris.

BANKERS:
The Bank of England and the Capital and
Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts.....2 per cent
" Fixed Deposits (3 months).....4 "
" Do (6 months).....4 1/2 "
" Do (12 months).....5 "

The Bank buys, sells and receives for col-
lection Bills of Exchange on, and transacts
general Banking business with, the above places.
Hongkong, 3rd April, 1901. [27]

THE NATIONAL BANK OF CHINA,
LIMITED.
AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL.....£324,374

HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq. C. EWENS, Esq.
CHOW TUNG SHAN, Esq. J. T. LAUTS, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

HONGKONG

BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A. CHIE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

A. FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Development
Works, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

H. YERA.
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineers' Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell,
Spence & Co's Commission.

TAILORS

E. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

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DEALERS IN
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DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1044]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
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LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [50]

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Jewelry, Cashmere Shawls, Ivory, Samalwood
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Inspection is solicited.
Hongkong, 8th November, 1900. [27]

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WE HAVE OPENED A MACHINERY
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Made in America (U.S.A.)
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Hongkong.
REUTER, BROCKELMANN & CO.,
Hongkong.
Hongkong, 3rd December, 1900. [125]

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SPORT AND ANECDOTE.

BY AN OLD FOGET.

RADICALISM IN CRICKET.

"To my mind there is a spirit of radicalism rampant amongst a certain section of cricketers—not modern players by the way—which is, I feel sure, inimical to the true interests of the game." Thus writes Mr. "Plum" Warner in the April number of the *Badminton Magazine* in the course of an able article on the proposed alteration in the law of leg before wicket, which is to be considered by the Marylebone Club on May Day. This is a remarkable charge, but perfectly true, for we generally look for radicalism in the young and energetic, and for conservatism among the old and comparatively inactive. Now in cricket the positions are reversed, for it seems to be the ancient fogies who want to see every hit run out, and who above all things are agitating for a change in the rule relating to leg before wicket. No doubt many of these gentlemen have been among the greatest exponents of our national summer game, and are actuated by the most sportsmanlike motives—but, after all, we ought to pay considerable deference to those who are now playing, and to the conditions generally of modern cricket. The folly of the radicals in experimenting was seen last summer, when Lord's ground was netted all round "like a huge lawn tennis court, and there were strange regulations as to the running of hits in the long field. "In my day we used to run out every hit," sighs the veteran. Quite so, but this has been rendered impossible owing to the crowds which flock round the ground in these days. A fielder cannot go hunting for the ball among spectators and carriages—and besides, just imagine having to run out all hits while your partner may be such a huge "pancher" as Mr. Gilbert Jessop, the man with the small body and large heart, as Mr. Francis Ford, the gentle taper who taps them for fours, and as Jack Brown, of England, when he is cutting the cover off every other ball. These men have their counterparts in local matches. Indeed, if this were to be the law, cricket would become very largely a test of endurance for both batsmen and fielders, and no one over 25 could stand the strain involved. But cricket is, I take it, a game of skill, and if the batsman has attained such a degree of accuracy between hand and eye that he can place the ball between an array of fielders so that it can reach the boundary he is entitled to his runs without the fatigue of continual sprinting—while the conditions are the same for both sides. The spirit of radicalism on this point is certainly opposed to the science of the game.

LEG-BEFORE-WICKET.

But let us look at this much debated question of leg-before-wicket. The county captains at their historic meeting on 10th December, 1900, passed a resolution "That any alteration in the existing law of 'leg-before-wicket' would not be beneficial to the interests of the game." As we know the captains are not infallible, and I would go even the length of saying that they are not always judicious, as evidenced by their action against bowlers with a doubtful delivery—but in this case I opine that they are in the main perfectly right. Since 1871, there has been an agitation on this leg-before-wicket rule. The general idea of the radical reformer is that if a batsman standing in the direct line between the two wickets stops the ball with any part of his person, and that ball would in the opinion of the umpire at the bowling crease have hit the stumps, the batsman shall be out. If this law were put on the books how would a batsman be able to place himself full in front of his wicket to pull balls round to leg, and to execute the leg-guards which Ranji has brought to perfection. Again how would he be able to advance his left leg for the off-drive, or to bring his right foot across to make a cut. Every stroke would be fraught with fearful consequences. The batsman would be so cautious that he would become a craven potterer and scraper, and the bowler would have such a bonfire of matches would never last long enough to enable county clubs to keep their grounds open at all—and some of them already find the task difficult enough as it is. At least these are my opinions, although it must not be inferred that I am one of those persons who believe in sacrificing everything to the "gate." Mr. Warner thinks that on a good wicket the new law would have no appreciable effect, and that on a sticky pitch, the proposed change would work the greatest havoc, and that the game under these conditions is already difficult enough. The latter-day cricketer is dead against the change, and as I have told you before, a well-known professional bowler laughed at the very idea and even said that the man who made double figures with that rule in force, would be a Grace or a Ranji. I have no desire to beat about the bush, but that professional was Schofield Haigh and he made that remark to me while Yorkshire were batting on a difficult wicket at Bramall-lane. The great desire for change in this instance is due to the fact that a few batsmen are so mean as to play breakballs with their pads instead of their bats. Mr. Warner remarks:—"People talk glibly as if playing the ball with one's legs was the easiest thing imaginable. As a matter of fact, it requires the greatest possible skill on a batsman's part, and there are few men who can do it with any degree of certainty or success." This, however, is beside the argument, for it requires "the greatest possible skill" to be an artistic "thrower" instead of a bowler, to "push" a ball at billiards, to "pull" a horse cleverly on the turf, and to deal yourself a "nap" hand. We do not want cheats as clever as conjurers, nor do we want laws which hamper and press unduly on honest players. There are now nine ways of getting a batsman out as rules 21 to 29 inclusive set out. Why not add a rule worded something like this:—

"Or if with any part of his person the batsman, without playing with the bat, shall willfully stop a ball which would have hit his wicket—leg before wicket." Make this law 24a and I warrant you that pad-play would soon be as extinct as the old-fashioned "draw"—a pretty and legitimate stroke which is never seen nowadays. Objection may be taken to the word "willfully" as throwing upon the umpire the onus of reading the batsman's mind. This is merely captious criticism. The word "willfully" appears in other rules, and the batsman's action can leave no doubt. We want plain laws as applicable to the village green and the town clubs as to the county tournament, and I do not think that such an addition as I propose would be difficult to administer. The bitter cry of the radicals is to place the bowler more on an equality with the batsman. I have before suggested the only possible way to do this without any revolutionary change in cricket. My intention is that we should play upon natural wickets, not upon these artificial, glazed iron shirt-front patches, which groundsmen seem to think it their duty to prepare so as to make a batsman's paradise. Let us have good level wickets, free from danger, and let the umpires select the pitch on the morning of the match. This would shorten the scores and diminish drawn games. The remedy is simple, and therefore scouted.

THE CAPTAINS AND THE "THROWERS."

The Committee of the Marylebone Club have passed a resolution permitting the "convicts" and "suspects" among the bowlers named by the county captains for suspension and warning to bowl during the ensuing season. Rather curiously the M.C.C. approved of the principle of the captains' resolution, but postponed the suspension of bowlers as unnecessarily drastic—although they hope that umpires will feel their hands strengthened by the course which has been pursued and by the agitation for the purity of bowling. This, I take it, is a free translation of the decision of the M.C.C. The captains went too far, but one could hardly expect the Marylebone Committee to say so. No doubt this executive body had a most difficult and delicate task, for they had to uphold the leaders of modern cricket, discourage the bowlers with dubious delivery, and warn young men that we must have fair bowling. Among those who helped to arrive at such a diplomatic decision were Sir Spencer Ponsonby-Fane, a *persona grata* at Court for many long years, the president of Somerset, the Earl of Lichfield (ex-president of the M.C.C.), Sir A. L. Smith (the Master of the Balls), Captain W. E. Denison (the ex-president of Nottingham), Mr. V. E. Walker (the Harrovian who was the greatest amateur of his day), Mr. A. N. Hornby (another Harrovian and president of Lancashire), Mr. A. Appleby (the famous Lancashire left-hand bowler), Mr. Montagu Turner (the Middlesex wicket-keeper), Mr. John Shuter (ex-captain of Surrey), Mr. G. MacGregor (captain of Middlesex), and Mr. E. L. Bateman (late assistant secretary to the Ecclesiastical Commissioners, who played for Oxford University in 1854 and 1855). With such unprejudiced, legal and practical minds brought to bear on the subject, it is no small wonder that the unconstitutional action and the illegal boycott of the captains were nullified.

THE SCOTTISH FOOTBALL CUP.

While the ultimate destination of the English Association Football Cup is still a matter of doubt, the Scottish Cup has been won by the Heart of Midlothian, who on Saturday defeated Glasgow Celtic. It will thus be seen that the final tie partook of the nature of battle between Glasgow and Edinburgh, between West and East of Scotland. As the game has been inclined to languish this season in the Scottish capital, one rejoices that the "Hearts" have prevailed—although the Celtic were desperately anxious to win so that they would equal the record of Queen's Park and the Vale of Leven by annexing the trophy three in consecutive years. In 1899 the "Celts" defeated Glasgow Rangers by 2 to 0, and last year Queen's Park by 4 to 3, but on Saturday the "Hearts" prevailed by 4 to 3, the scores in the last two seasons being remarkable in such a final. The result will be all the more galling to the "Celts" who lost a goal through a miskick by Davidson, one of their own men. The championship of the English League still remains very open, for Sunderland were beaten by Everton last Saturday, so that Notts, Nottingham Forest, and Liverpool have the opportunity of winning premier honours. We shall see which is good enough directly.

13th April, 1901.

PERSEVERANCE LODGE OF HONG-
KONG, No. 1, 165.

A REGULAR MEETING of the above
LODGE will be held at the FREE-
MASON'S HALL, Zetland Street, THIS EVEN-
ING (THURSDAY), the 16th inst., at 8.30
for 9 P.M. precisely.
Visiting Brethren are cordially invited to
attend.
Hongkong, 11th May, 1901. [1236]

NOTICE.

\$45,000 TO LEND upon
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Hongkong, 13th May, 1901. [1235]

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AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [302]

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NOTICE IS HEREBY GIVEN that the
SIXTEENTH ANNUAL ORDINARY
GENERAL MEETING of the Company
(since its registration), will be held in the
Board Room, at the Hongkong Dispensary, on
WEDNESDAY, the 22nd instant, at TWELVE
O'CLOCK NOON, for the purpose of receiving
the Report of the General Managers, together
with a Statement of Accounts to the 31st
December, 1900.
The REGISTER OF SHARES will be
CLOSED from THURSDAY, the 16th inst.,
until SATURDAY, the 25th instant, both
days inclusive, during which period no Transfer
of Shares will be registered.
By Order,
A. H. MANCELL,
Secretary.
Hongkong, 8th May, 1901. [1206]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per
Cent. upon Contributions for the year
1900, has been declared.
Warrants will be issued on the 1st May.
By Order of the Board:
W. J. SAUNDERS,
Secretary.
Hongkong, 19th April, 1901. [1062]

THE YANGTZE INSURANCE ASSOCIATION, LD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Twenty
per cent. being Twelve Dollars per
Share, on the Paid-up Capital of the above
Association, has been declared payable in
Tails at Exchange 73 at the Chartered Bank
of India, Australia and China or the Hong-
kong and Shanghai Corporation, Shanghai, on
and after this date to Shareholders of record
on the 13th April, 1901.
By Order of the Board of Directors.
W. S. JACKSON,
Secretary.
Shanghai, 24th April, 1901. [1160]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
following:—
Ct. Shares, Numbered, In the name of
6 10 51—60 Anthony Birington, Esq.
7 19 61—70 Do.
8 10 71—80 Do.
9 10 81—90 Do.
14 10 151—160 Creasy Ewens, Esq.
15 10 161—170 Do.
18 9 182—190 Fung Shui San, Esq.
19 10 191—200 Do.
20 10 201—210 Do.
25 10 246—255 A. G. G. Gordon, Esq.
33 10 311—320 Eloxer Silke Kelly, Esq.
34 10 321—330 Do.
35 10 331—340 Do.
36 10 341—350 Do.
37 10 351—360 Do.
with Transfer Deeds Attached having been
LOST, New Certificates for the same will be
issued one month from the date hereof, and the
Original Certificates will be considered by the
Company as null and void, and all persons are
hereby warned against accepting or negotiating
same.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th May, 1901. [1202]

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PEKING
VIA
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CONTENTS:—
From England to the Cape, and Crossing the
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NAVAL CANTEN.
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Hongkong, 18th March, 1901. [782]

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M. FUJISE, Manager.
2786]

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Hongkong, 31st August, 1897. [372]

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Extreme Length ... 371 feet.
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NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer
"MACHAON"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 16th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
Goods undischarged after the 22nd inst. will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 23rd inst.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th May, 1901. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BENGAL,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. China and Penin-
sular.
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instructions are given to the contrary before
11 A.M., TO-DAY.
Goods not cleared by the 16th inst. at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 10th May, 1901. [1]

NORTHERN PACIFIC STEAMSHIP
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FROM TACOMA, VICTORIA, YOKO-
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The above Steamer having arrived, Con-
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Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
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Hongkong, 10th May, 1901. [11]

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LONDON	CAICHAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
LONDON	MAOHAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th June.
IREMEN, VIA PORTS OF CALL	PROMETHEUS	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 24th July.
MARSEILLES, LONDON & ANTWERP, V. S. POPE, &c.	PREUSSEN	Ger. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
MARSEILLES & LONDON	AWA MARU	Brit. str.	—	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	To-morrow, at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	CANTON	Brit. str.	—	Riguer	MELCHERS & CO.	On 25th inst. at Noon.
MARSEILLES & LONDON, &c. V. SINGAPORE, &c.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 20th inst. at 1 P.M.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 31st inst. at Daylight.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	—	Hoerck	HAMBURG-AMERIKA LINIE	On 24th inst.
TRIESTE, &c. VIA PORTS OF CALL	WITTENBERG	Ger. str.	—	Mosca	HAMBURG-AMERIKA LINIE	On 31st inst.
NEW YORK VIA SUEZ CANAL	GISELA	Aus. str.	—	—	DODWELL & CO. LIMITED	On 10th June.
NEW YORK VIA SUEZ CANAL	AFRIDA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 18th inst. P.M.
VANCOUVER, VIA SHANGHAI, &c.	ARARA	Brit. str.	—	H. Mowatt, R.N.E.	CANADIAN PACIFIC R. CO.	On 24th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	—	R. Archibald, R.N.E.	CANADIAN PACIFIC R. CO.	On 18th inst. at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	EMPERESS OF CHINA	Brit. str.	—	A. Dixon	DODWELL & CO. LIMITED	On or about 1st Aug.
PORTLAND (OR.)	TACOMA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 1st June.
SAN FRANCISCO VIA AMOY, &c.	KNIGHT COMPANION	Brit. str.	—	—	FACIFIC MAIL S. CO.	To-morrow.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	HONGKONG MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst. at Daylight.
AUSTRALIAN PORTS	BELOIAN KING	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 10th June.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 24th inst. at 4 P.M.
YOKOHAMA & KOBE	EASTERN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 22nd inst. P.M.
NAGASAKI, K. BEB & YOKOHAMA	INDIA	Aus. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
MOJI, KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
SHANGHAI	ROSETTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
SHANGHAI	LYEEMOON	Aus. str.	—	—	SANDER, WIELER & CO.	On or about 20th inst.
SHANGHAI	MELPOMENE	Brit. str.	—	—	MELCHERS & CO.	On or about 24th inst.
SHANGHAI	NATAL	Brit. str.	—	—	P. & O. S. N. Co.	On or about 31st inst.
SHANGHAI	PARANATTA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI & JAPAN	JAVA	Brit. str.	—	—	MITSUI BUSSAN KAISHA	On 22nd inst. at Daylight.
AMOI & SHANGHAI	WOOSUNG	Brit. str.	—	—	MITSUI BUSSAN KAISHA	On 23rd inst. at Daylight.
FOOCHOW VIA SWATOW & AMOI	ANPING MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 26th inst.
SWATOW, AMOI & TAIWAN	AKASHI MARU	Jap. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at Noon.
TAMUI VIA SWATOW & AMOI	MAIDZURU MARU	Jap. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 5 P.M.
MANILA	LOONGSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 21st inst.
MANILA	DIAMANTE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst. at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	SUNGKANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	SUISANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
	HIROSHIMA MARU	Jap. str.	—	—		

SHIPPING.

ARRIVALS.
May 15, DAPHNE, German str., 1,200, Nissen, Moji 8th May, General.—SIEMSEN & CO.
May 15, Loosok, German str., 1,020, T. B. Jackson, Bangkok 8th May, Teakwood and Rice.—BUTTERFIELD & SWIRE.
May 15, Suisang, British str., 1,770, E. J. Tadd, Calcutta, Penang and Singapore 8th May, General.—JARDINE, MATHESON & CO.
May 15, AWA MARU, Japanese str., 3,912, N. Trent, Yokohama 4th May, General.—NIPPON YUSEN KAISHA.
May 15, MAIDZURU MARU, Jap. str., 667, K. Sobajima, Tamsui, Amoy and Swatow 14th May, General.—M. H. KAISHA.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
17th May.
Machao, British str., for Shanghai.
Carlisle City, British str., for San Francisco.
Denton, British str., for Haiphong.
Pentagon, British str., for Swatow.
Changsha, British str., for Yokohama.
Choufa, German str., for Swatow.
Quarta, German str., for Swatow.
Chiyuen, American str., for Shanghai.
Hue, French str., for Kwong-chow-wan.
Hongkong, French str., for Hoihow.
Akashi Maru, Japanese str., for Swatow.
President, British barge, for Sarawak.

DEPARTURES.

May 15, EMPRESS OF JAPAN, British str., for Vancouver.
May 15, PRINZ HEINRICH, German str., for Europe.
May 15, HAMBURG, German str., for Shanghai.
May 15, HONGKONG, French str., for Hoihow.
May 15, HUB, Fr. str., for Kwong-chow-wan.
May 15, HAITAN, British str., for Swatow.
May 15, CHANGSHA, British str., for Yokohama.
May 15, BAYABO, British str., for Swatow.
May 15, THALES, British str., for Haiphong.
May 15, BENLOMOND, British str., for Cebu.
May 15, CHOWFA, German str., for Bangkok.
May 15, QUARTA, German str., for Swatow.
May 15, AKASHI MARU, Jap. str., for Swatow.
May 15, UTA, British transport, for Calcutta.
May 15, CHIYUEN, Amr. str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S. Bennington, Hongkong, Company of P. & O. S. N. Co., Athens, Nanchang, Kiang Tung, Made, Newark, Sateri, Union, Haiching, Hongkong Maru, Hanoi, Glenlogie, Ho. Ho.
COSMOPOLITAN DOCK.—Colonies, Petriana.

SHIPPING REPORT.

The British steamer Suisang, from Calcutta, Penang and Singapore 8th May, had light variable air and gentle breeze, fine and clear to Cape Padaran, thence to Gap Rock fresh N.W. to N.E. winds, cloudy with frequent rain, considerable N.E. swell. May 10th, 7.30 a.m. spoke str. Pousena, in lat. 6° 25' N., long. 106° 56' E., from Hongkong steering S.W. May 14th, 4 p.m. spoke a barge on starboard tack, heading N.E. in lat. 21° 12' N., long. 113° 04' E.

VESSELS PASSED ANJER.

April 19, American ship, T. F. Chapman, Chapman, December 13, from Philadelphia for Higo.
April 20, German str., Offenbach, from Australia for Batavia.
April 21, German ship, Peru, Teeshaer, Jan. 11, from Hamburg for Vladivostok.
April 21, British str., Duke of Westminster, Frontier, April 21, from Batavia for London.
April 22, Norwegian bark, Kepha, from St. Denis for Bangkok.
April 22, Dutch str., Prinses Analtia, Klein, from Amsterdam for Batavia.
April 24, Dutch str., Oengaren, Putte, April 24, from Batavia for Rotterdam.
April 25, British man-of-war, Ophir, April 23, from Singapore for Australia.
April 28, Dutch ship, Adriaan, Bruijn, Sept. 14, from Barry for Surabaya.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ADOLPH OBERG, American ship, Amesbury—Standard Oil Co.
CLAVERING, British str., J. Barker—Doddwell & Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue, Oria—Brandao & Co.
PRESIDENT, British bark, R. B. Mauro—Chinese.
RANZA, British str., Arnot—Standard Oil Co.
SEA WITCH, American ship, Howes—Master.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 16th inst. at 5 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 13th May, 1901. [1239]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above TO-DAY, the 16th May, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 10th May, 1901. [1219]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weirall, will be despatched as above TO-MORROW, the 17th inst. at Noon.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th May, 1901. [1250]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE."

Captain Matcovich, will leave for the above place TO-MORROW, the 17th inst. P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 13th May, 1901. [6]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

OREGON RAILROAD AND NAVIGATION COMPANY

operating the New First Class Steamships "INDRAPURA," "INDRAPURA," "KNIGHT COMPANION"

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THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (Or.) TO-MORROW, the 17th May.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO. [1048]

Hongkong, 14th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"GISELA."

Captain Mosca, will be despatched as above on SATURDAY, the 18th May, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 11th May, 1901. [6]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

MARSEILLES AND CANTON, Noon, 16th May Freight or Passage.

LONDON, { C.F. Lockstone, R.N.E. } May Freight or Passage.

SHANGHAI, { PARHAXATTA } About 24th May Freight or Passage.

LONDON, &c., { BENGAL } Noon, 25th May See Special Advertisement.

SHANGHAI AND JA- { JAVA } About 31st May Freight or Passage.

PAN, { G.W. Gordon, R.N.E. } May Freight or Passage.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901. [1]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

SUEVIA, { HAYRE & HAMBURG } On 24th May Freight.

SEGOWIA, { HAYRE & HAMBURG } On 31st May Freight.

WITTENBERG, { HAYRE & HAMBURG } On 10th June Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 30th April, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

AWA MARU, { MARSEILLES, LONDON, and } FRIDAY, 17th May, at

N. Trent, { ANTWERP, VIA SINGAPORE, } DAYLIGHT.

MIKE MARU, { PENANG, COLOMBO & PORT } 21st May, at

M. Yagi, { SAID } NOON.

WAKASA MARU, { MOJI, KOBE and YOKOHAMA } FRIDAY, 24th May, at

J. B. Macmillan, { KOBE and YOKOHAMA } DAYLIGHT.

ROSETTA MARU, { NAGASAKI, KOBE and YOKO } FRIDAY, 24th May, at

N. Trent, { HAMA } NOON.

HIROSHIMA MARU, { BOMBAY, VIA SINGAPORE and } FRIDAY, 24th May, at

S. Yoshizawa, { COLOMBO } NOON.

KASUGA MARU, { SYDNEY and MELBOURNE, via } FRIDAY, 24th May, at

H. Fraser, { MANILA, THURSDAY ISLAND, } 4 P.M.

INABA MARU, { TOWNVILLE and BRISBANE } FRIDAY, 31st May, at

W. Bainbridge, { MARSEILLES, LONDON, and } DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager. [18]

Hongkong, 29th April, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

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STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

PREUSSEN, { HAMBURG (Hamburg-Amerika Linie) } WEDNESDAY, 29th May.

SACHSEN, { HAMBURG (Hamburg-Amerika Linie) } THURSDAY, 13th June.

KLAUSCHOU (Hamburg-Amerika Linie) THURSDAY, 27th June.

STUTTGART, { HAMBURG (Hamburg-Amerika Linie) } THURSDAY, 11th July.

KONIG ALBERT, { HAMBURG (Hamburg-Amerika Linie) } THURSDAY, 25th July.

PRINZESS IRENE, { HAMBURG (Hamburg-Amerika Linie) } THURSDAY, 8th August.

PRINZ HEINRICH, { HAMBURG (Hamburg-Amerika Linie) } THURSDAY, 22nd August.

PREUSSEN, { HAMBURG (Hamburg-Amerika Linie) } THURSDAY, 5th September.

HAMBURG (Hamburg-Amerika Linie) THURSDAY, 19th September.

SACHSEN, { HAMBURG (Hamburg-Amerika Linie) } WEDNESDAY, 2nd October.

KLAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY, 16th October.

BATERN, { HAMBURG (Hamburg-Amerika Linie) } WEDNESDAY, 30th October.

ON WEDNESDAY, the 29th day of May, 1901, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 27th May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 28th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 16th May, 1901. [9]

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